





Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
Kobe and Yokohama	"COBLENZ" Capt. H. Regener (T. 6,750)	About TUESDAY, 13th December.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLRIST" Capt. O. Pahlke (T. 17,000)	WEDNESDAY, 14th Dec, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GOEREN" Capt. G. Balke (T. 17,300)	About WEDNESDAY, 14th December.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. Regener (T. 6,750)	SATURDAY, 31st Dec, at Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill (T. 5,050)	Middle of December.

All the steamers of the Imperial Line are fitted with Wireless Telegraphic. New System of Telephones.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG.

Hongkong, 3rd December, 1910.

To Let.

- TO LET.**
- A HOUSE in KNOTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 8th November, 1910. [701]
- TO LET.**
- 21, CONDUIT RD., CLIFTON GARDENS.  
1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.  
GODOWNS, 151 to 155, PRAYA EAST.  
OFFICES, No. 2, CONRAD ROAD 1st Floor.  
A HOUSE in WONG-WEI-CHONG ROAD, OFFICES in YORK BUILDING.  
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.  
SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door.  
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 2nd November, 1910. [19]
- TO LET.**
- GODOWN No. 14, DUNDRELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 2nd Nov. 1910. [1]

Intimation

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. ... 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 2.15 p.m., 11.30 p.m. and 1.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 11th April, 1910.

Intimations.

**GENTLEMEN,**  
**WE HAVE SOMETHING TO SUIT YOU!**

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds. double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

**HOOSAIN-ALI & CO.,**  
No. 11, QUEEN'S ROAD CENTRAL  
Hongkong, 15th November, 1910. [682]

**OSMAN & CASUM,**  
1 & 3, D'AGUILAR STREET.

**JUST UNPAKED**

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Pot Orders carefully executed

Hongkong, 5th September, 1909. [41]

LEE YEE

**HAIR DRESSING SALOON.**

HAS ALWAYS ON HAND

**CIGARS, CIGARETTES**

AND

**TOILET REQUISITES**

FOR SALE.

11, D'AGUILAR STREET, HONGKONG.

Hongkong, 3rd September, 1907

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 29 "	Water on Blocks ..... 26 "	Water on Blocks ..... 21.5 "

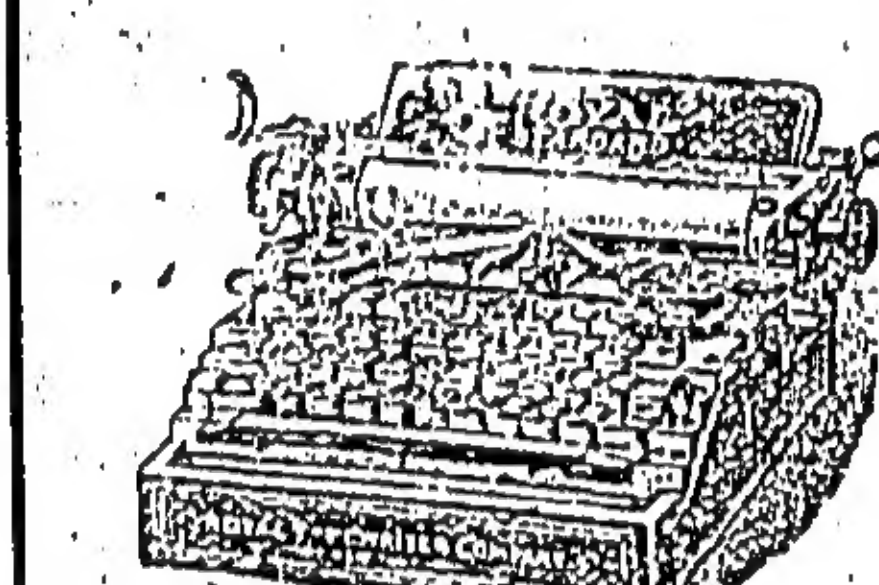
Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including rail shafts and keys in stock. Two powerful steam cranes, lifting capacity to lift 45 tons. Machinery, electric, hydraulic, pumps, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
Telephones: Midway Office 511, or 575, Canton Branch Office 1322, Takashimacho Office 291, or 295, Irifancho Office 2151.

205 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 7,311 square yards or 154 acres. Dredge waterways to 2.35 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 tons derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



**FREE TRIAL.**

TRY THE

**ROYAL STANDARD**

**TYPEWRITER**

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482, and the machine

will be at your office for free trial.

Repair to any Make of

**TYPEWRITERS,**

**GRAMAPHONES,**

AND

**SEWING MACHINES.**

A Speciality. Satisfaction Guaranteed.

**MOTOR CARS, BICYCLES and**

**TYPEWRITERS**

**FOR HIRE.**

**DRAGON CYCLE**

**DEPOT**

67, DES VUEX ROAD.

**GREEN ISLAND CEMENT COMPANY LIMITED.**

**PORTLAND CEMENT.**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

— SHAW TOMES & CO.,  
General Managers.

Hongkong, 10th April, 1910

**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**

(CAPITAL PAID UP ..... \$1,250,000)

Loans on Mortgage of House Property, & Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

**THE OFFICE OF TRUSTEES, EXECUTOR OF WILLS, ATTORNEYS, &c.,**  
Underwriters and Auctioneers.

**SHAW, TOMES & CO.,**  
General Managers.

Hongkong, 10th March, 1903. [41]

**F. BLACKHEAD & Co.,**  
SHIP-CHANDLERS, SAILMAKERS  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

**SOAP AND SODA MANUFACTURERS.**

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTIENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAHLER'S PATENT MOTOR LAUNCHES,**  
&c., &c., &c.

**Sole Agents for**  
**FERGUSON'S SPECIAL GREASE**  
and  
**F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.**

**ALWAYS IN STOCK**

**AT**  
**REASONABLE PRICES.**

**EVERY KIND OF SHIP'S STORES AND REQUISITES**  
March 22, 19th March, 1909. [10]

**THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England,** is prepared to receive consignments of Local Produce on best terms.

**LAU PING KEE.**

DEALER IN  
**USED POSTAGE STAMPS**  
AND  
**PICTORIAL POST CARDS.**

HAS also a Large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

**MONEY CHANGER.**

No. 10, Queen's Road Central.  
Hongkong, 3rd November, 1910. [687]

**HUNG ON & CO.,**  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
"A QUE & CO.,  
17A, QUEEN'S ROAD CENTRAL.

**GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.**

**CROCKERY, Cutlery, Electro and Silver** Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [41]

RUBBER ESTATE RETURNS.

	Sept.	Oct.	Jan-Oct.
Allagar	3,600	8,555	29,017
Alor Pongsu	2,618		12,157
Alma	1,700		4,850
Anglo Malay	59,162		464,218
Ayer Kuning	310	400	2,166
Ayer Molek	2,168		11,058
Ayer Panas	1,580		4,339
Bilgownie	7,653	8,481	84,818
Batak Rabb	730		3,835
Batang	4,123		19,307
Batu Caves	14,728		104,070
Batu Tigar	9,602		6,870
Bernam		2,100	7,100
Berian	10,350		83,893
Bikam	3,145		16,767
Brieh	1,675		5,891
Bukit Kajang	5,393	5,664	4,458
Bukit Rajah	3,311		308,965
Bukit Lintang	4,700	4,750	34,720
Bukit Timah	1,421	1,357	5,218
Bukit K. B.	612		1,605
Carey United	12,350		16,550
Castlefield	5,047		31,108
Changkat Sirdang	3,141	2,955	29,544
Changkat Salak	2,157	2,314	9,464
Cheng			950
Cicely	15,45	15,126	102,317
Consolidated Malay	25,015		119,920
Caledonia	26,003		179,127
Chumor			1,174
Chersonese	2,385		10,610
Chota		501	1,001
Damansara	93,192		253,100
Damian		410	440
Edinburgh	6,200	8,000	6,950
Federated (Selang.)	17,058		91,318
F.M.S. Rubber	24,145		413,852
Gedong	22,000		111,100
Glenahly	2,121	2,024	17,665
Glenahly	4,784		29,493
Golden Hope	9,180		51,282
Goconda	18,023		104,116
Gula Kalumpuang	10,100	12,000	31,830
Hal Keb	710		2,503
Harpenden	12,000		57,930
Haytor	599	608	2,174
Heawood	1,168	1,374	6,561
High & Lowlands	43,173		371,843
Jack Kenneth	12,895		112,481
Jedragiri	705		4,401
Jimah			100
Jugra	9,511		60,583
Johong	21,880	23,850	186,250
Kapar Para	17,108		97,816
Kampong	8,915	9,300	13,412
Kempsey	4,099		27,134
Kepong	4,720	5,150	31,619
Kiebang	215		723
Kota Tinggi	670	510	4,095
Kuala Klang	3,181		16,591
Kraun	3,142	3,107	13,765
Kuala Rob. Est.	3,870	41,011	19,554
Kuala Lumpur	49,216		401,235
Kuala Selangor	7,000		7,001
Laba	20,648	20,102	161,160
Lanadron	31,097		281,837
Ledbury	10,613		82,521
Linggi	78,000	82,000	669,500
London Asiatic	18,678		117,789
Malaka Pinda	451		732
Malacca Plant	33,200		220,000
Mandal Tekong	470	723	1,474
Merton	2,178		11,021
New Serendah		711	712
New Singapore	60		220
North Hammock	7,403		41,018
Nova Scotia	17,500		83,405
Padaeng Jawa		910	910
Palam	3,500	3,000	25,300
Patalong	27,554		234,921
Pegoh	5,204	5,171	35,591
Pongkalan Darian	1,156		9,959
Perak Plant	13,741		98,688
Port Dickson	1,085	1,150	6,479
Radella		1,134	8,169
Rembia	1,488		6,818
Ribu Rubber	6,079		47,516
Rubana	20,000		110,729
Ratnani	2,050	2,500	14,104
Rher Growers Assn.	4,099	3,907	35,430
St. Helena	105		735
Seagal	6,415	9,700	61,371
Selaba	8,073		49,108
Sungai Choh	5,353		25,413
Sungai Kapar	4,856		120,216
Sandyford	8,717		67,102
Seaford	21,095		135,504
Selangor	56,218		237,799
Seremban	35,222		282,074
Sembawang	651	818	2,916
Sonawang	8,316		46,908
Shelford	11,700		69,301
S'pore & Johore	13,664		85,915
Singapore Para	5,275	5,250	49,575
Strait Rubber	39,501		195,880
Sungai Salak	4,656		22,515
Sungai Way			37,851
Sungai Chumor	1,639		1,639
Seaport	879		879
Tambalak	1,127		3,115
Tanjong Malim	900		3,450
Telok Anson	880	1,050	6,789
Tall Ayer	1,745		94,846
Trafalgar	294	318	2,262
Tremelby	6,100		33,863
Taiping		500	500
Ola Pandan	450	510	2,314
United Singapore		2,128	12,778
United Sumatra	4,850		26,848
Vallambra	33,700		19,400

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

**PO SING.**

**JEWELLER AND SILVERSMITH,**  
No. 1, POTTINGER STREET.

**CANTONESE SILVER WORK** of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910. [685]

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

**METEOROLOGICAL SIGNALS.**

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

**URGENT SIGNAL.**

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

**THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.**

A Black Cross will be hoisted at the same time, superior to the other shapes.

**NIGHT SIGNALS.**

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.
- II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.
- III. Three Lights Vertical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

**SUPPLEMENTARY WARNINGS.**

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock:	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sal Kung.
Cape Collinson.	Sha Tau Kok.
Tai Po.	

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. C. FINE,  
Director.

Hongkong, 10th April, 1910. [686]



## Intimations.

**Wm. Powell, Ltd.**

**Alexandra Buildings.**

**NOW SHOWING**

## NEW

**AUTUMN.**

**GOODS...**

**LADIES'...**

**COSTUMES...**

**COATS...**

**EVENING...**

**CLOAKS...**

## A

**LARGE VARIETY**

## OF

**CHILDREN'S**

**HATS,**

**COATS,**

**SHOES,**

**ETC., ETC., ETC.**

**WM. POWELL,**

**LTD.**

**Alexandra**

**Buildings.**

P. 10/11/10, 7th November, 1910

## THE JAPAN-BRITISH EXHIBITION.

JAPANESE COMMISSIONERS ENTERTAIN D.

To mark the close of the Japan-British Exhibition at Shepherd's Bush, the Lord Mayor and Lady Mayoress on 5th inst. entertained the Imperial Japanese Commissioners to luncheon at the Mansion House, the guests, for the most part Japanese, numbering about fifty. To the right of the Lord Mayor sat the Lady Mayoress, the Japanese Ambassador, and the Duke of Devonshire; while on his lordship's left sat Mr. Ukiyama Wada (Japanese Commissioner-General), Lord Desborough, and Mr. James Kiralfy (British Commissioner-General).

The Lord Mayor proposed the toast of "The King and the Emperor of Japan."

In proposing "The Commissioners of the Japan-British Exhibition," the Lord Mayor said that it was pleasant to remember that one of his first duties when he became Lord Mayor was to take some share in the arrangements and preparations for the Exhibition. They looked forward at that time with profound interest and certainty to the prospects of the great scheme in which the two Empires were joining hands in a grand and historic world-wide spectacle of art, science, and industry, and other peaceful spheres of national co-operation. Today, when the Exhibition had been brought to a successful end, it was very gratifying to him that his function should take the form of a tribute of gratitude to the Japanese and British Commissioners and of congratulation to them on the brilliant way in which all their programme had been carried out in spite of that first very visible drawback—the death of King Edward.

Mr. Wada (Japanese Commissioner-General), on behalf of his countrymen, expressed the sense of the deep obligation they owed to the people of Great Britain who had received them with a kindness and courtesy that could never be forgotten. Japan found that there was much she could learn from Britain, and perhaps there were Englishmen who would not be ashamed to confess that there were some things they might learn from Japan. This Exhibition had promoted a union of hearts as well as of interests, and again felt that in the West she had a friend who was ready to reciprocate the advance of the East. Especially were he and his colleagues proud of the reception which had been accorded them in the most historic and greatest of the cities of the world—the City of London.

Mr. Kiralfy also replied, remarking that there were evidences that the Exhibition had done a great deal of good work in increasing the trade between England and Japan. It was by commercial intercourse that the peace of the world was secured. (Hear, hear.)

The Japanese Ambassador, in proposing "The health of the Lord Mayor and Lady Mayoress," said that the hospitality of the Mansion House was proverbial, not only in the country but in Japan. The Lord Mayor had shown great kindness to the British and officers of the British Army, which visited London in July. His kindness and hospitality were appreciated not only by those who were present but also by the Japanese at home. (Hear, hear.)

The Lord Mayor replied to the toast.

## AEROPLANE AND "HOBBLE" BOOTS.

The death knell of the shoe will be sounded and "hobble" and aeroplane boots were introduced at the Shoe and Leather Fair, at the Agricultural Hall.

The shoe has had its day, and the boot which will be a work of art, will next year return to favor. The reason for this lies chiefly in the fact that the shoe knows as the "brogue" has become commonplace; and in the decorative line have exhausted their stock of designs which made the shoe a class of footwear popular.

With the shoe it has only been found possible to use only colour successfully; the artist has had to be content with lines in black or brown or geometrical figures. In the boot colour schemes are possible, as the upper is a more extensive area of decoration.

Chassis boots are ought to be popular. These consist of a plain leather foundation with top of black and white square. Plain tops in blue, dark green, mauve, and heliotropes will also find favour, and the ordinary black boot will no longer grace the feet of those who can afford to indulge in artistic footwear.

The man who invented the "hobble" boot is genius. He came to the conclusion that the short step which this "hobble" skirt necessitates makes an extra strain on the ankle, and he has made a foot with a stout and support similar to that found in a football boot. It is, however, hidden and there is no material difference in the shape of the boot.

This aeroplane boot is designed for warmth. It is lined with expensive fur and is longer than the ordinary boot.

The variety of colour in the new models is responsible for a new boot polish case. It is fitted like a box of paints and contains nearly as many colours, with neat little brushes and sponges.

It has been widely stated that danger of infection lurks in leather, and many manufacturers now take the precaution of passing all leather used in boots and shoes through a powerful disinfectant.

## CAPITAL PUNISHMENT IN GERMANY.

There is an agitation afoot among German judges in favour of the retention of capital punishment in Germany. This agitation is intended to counteract a movement among German humanitarians who demand the abolition of the death sentence. German judges are unanimously in favour of the retention of capital punishment as the only effective means of repressing crime and of maintaining law and order. In the country to exercise all their influence in favour of capital punishment and against the pseudo-humanitarian movement for its abolition.

## OPIMUM PARADIDLES.

Mr. R. S. Gundry, C.B., in a letter to the *San Francisco Review*, writes:—

At a meeting held at the Guildhall on Oct. 8, under the auspices of the China Emergency Appeal Committee, the Bishop of London is reported (in *The Times*) to have said that "his first reason for supporting the movement was the awful debt owed to China for our past record in the opium question"; and in another paper (the *London and China Telegraph*) as having added that "it puzzled him how little the conscience of the nation seemed awake with regard to the iniquity of the opium war."

Is it not just possible that the nation is dimly conscious of a great deal of exaggeration in regard to the alleged iniquity? One would think—and a great many well-meaning people probably do think—in listening to hortatory addresses in which the "national crime" is commonly denounced that wicked British merchants were the first to introduce opium to the notice of innocent Chinese. Yet opium-smoking was a sufficiently established habit in China to evoke Imperial reprobation more than forty years before we had anything to do with the trade. For Mr. Morrell reminds us, in his "Facts and Administration of the Chinese Empire" (The Emperor Yung Cheng issued an edict prohibiting the sale of opium and the printing of opium smoking divans A.D. 1722), while the first chest of opium imported by British agency, reached Canton A.D. 1773. Is it necessary to add that the opium-pipe is a Chinese invention?

Another mis-called incident, "the opium war," an American statesman, John Quincy Adams, declared that its cause was not opium but a "pin"—alluding to the intolerant assumption of superiority by the Chinese which found characteristic expression in the refusal to accept of a letter addressed by Lord Amherst to the Prefect of Canton, with an endorsement that it was "ordered back" because it was not subscribed with the character "pin" (or pin) signifying "a humble petition."

It is true that the war to which indignities of this sort inevitably led up was precipitated by Commissioner Lin's attempt to suppress summarily a traffic nominally contraband—which was openly carried on and taxed so heavily for the benefit of local officials that it had been debated at Peking whether it should not preferably be legalized in order to secure some of the proceeds for the Imperial exchequer. But it usually requires a spark of some kind to set off a flammable material.

Of the conditions which we are excited at the close of that war, another well-known American, the Rev. W. A. P. Martin, has written that they were "astonishingly moderate for a conqueror who, unembarrassed by the interests of other Powers, might have taken the whole Empire," and contained "not a syllable in favour of legalising the opium traffic"; adding, "so much for the charge that this war, which bears a malodorous name, was waged for the purpose of compelling China to submit to the continuance of an immoral traffic." I have purposely quoted American writers, because America has proved so sympathetic towards China that they may be thought less open to the charge of prejudice to which English "criminals" are of course obnoxious.

I am not concerned with the relative merits and demerits of opium-smoking. That is another story. I have been moved only to analyse certain platitudes which have been repeated so often that they have come to pass almost as established facts; something being as I have heard Sir Thomas Wade say in this connection "due to historical truth."

## THE DUKE OF CONNAUGHT IN SOUTH AFRICA.

OPENING OF THE FIRST UNION PARLIAMENT.

The first Parliament of the new Dominion of United South Africa was opened in State at Capetown. In his opening speech the Duke of Connaught delivered a message from the King, in which the following reference was made to the Boer war:—"His Majesty well knows that you have passed through the fire of sorrow, and that misunderstanding and conflict have brought calamity upon the land. But all this is now peacefully buried in the past. Another significant phrase in the King's message, which seems to herald a Royal tour of the Dominions, was:—"King George is only for the present deprived of the gratification of being in person amongst his South African subjects." His Royal Highness added an expression of the Sovereign's assurance that all South Africans would work steadily and honourably for the welfare of their great and beautiful country. The House, which presented a brilliant and remarkable aspect, broke into cheers. At the close of his speech, his Royal Highness read a telegram from the King, in which His Majesty declared:—"My thoughts and prayers are today for South Africa and for her lasting union." Lord Gladstone having read the Speech from the Throne, the Assembly unanimously voted resolutions of condolence with King George on the death of King Edward and of congratulation on his Accession.

At Cape Town on 5th inst. the Duke of Connaught laid the foundation-stones of a new university hall. At a luncheon after the ceremony Mr. Malan, the Union Minister of Education, stated that the late Mr. Alfred Beit's bequest of £20,000 for a university at Johannesburg would be devoted to the creation of a university at Cape Town, and it was also announced that Sir Julius Wernher would make up the amount to £50,000. The Duke and Duchess of Connaught and Princess Patricia spent 5th inst. in Bloemfontein, where they had a cordial reception from both the Dutch and English residents of the Orange Free State. Gifts were presented to the Royal visitors. A deputation of Basuto chiefs in an address said it was their hope ultimately to enter the Union, though they feared that at this early stage in their progress such a step would mean national suicide. His Royal Highness, in reply, reminded them that Basuto rights were safeguarded in the schedule of the Act of Union, and bade them have confidence in the King their father.

## Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

## WAMPOL'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Indigestion, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Stucky says: "The continued use of it in my practice convinces me that that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

## Xmas! Xmas! Xmas!

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LARGE ASSORTMENT OF

French Chocolates and Bonbons.

Cadbury's Chocolates and Pascal's

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Santa Claus' Stockings, and

French Dolls and Toys.

FRENCH STORE.

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Hongkong, 13th December, 1910.

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Hongkong, 13th October, 1910.

THERAPION MAY NOW ALSO BE OBTAINED

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This successful and highly popular remedy, used in the Continental Hospitals of Lyons, Vienna, Berlin, and elsewhere, combines all the desiderata in a single medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a powerful

and effective remedy for the treatment of all diseases of the blood, such as scrofula, syphilis, and all diseases for which it has been too much abused to employ mercury, arsenic, &c., in the destruction of the system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 2 is a powerful

and effective remedy for the treatment of all diseases of the blood, such as scrofula, syphilis, and all diseases for which it has been too much abused to employ mercury, arsenic, &c., in the destruction of the system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 is a powerful

and effective remedy for the treatment of all diseases of the blood, such as scrofula, syphilis, and all diseases for which it has been too much abused to employ mercury, arsenic, &c., in the destruction of the system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION

Sole by all the Chemists.

## HONGKONG AVERAGE MARKET PRICES.

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## BUTCHER MEAT.

Cents.

Beefsteak and prime cut—Mei Lung Pa R. 20

" Corned—Ham Ngau Yuk 22

" Roast—Shlu 22

" Breast—Ngau Lam 25

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yuk Chong 20

" Butcher's Brains—Know 9

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 12

" Heart—Ngau Sui 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 18

" Kidneys—Ngau Yiu 18

" Tail—Ngau Mol 18

" Liver—Ngau Con 18

" Tripe (unfatted)—Ngau To 6

" Galves' Head and Feet—Ngau-chal 100

" Chop—Yeung Pak Kwai 22

" Leg—Yeung Pak 22

" Shoulder—Yeung Shau 20

" Pig's Chittlings—Chai chong 24

" Brains—Chai Kook 24

" Feet—Chai Kook 24

" Fry—Chai Kook 24

" Head—Chai Tau 24

" Heart—Chai Sum 24

" Kidneys—Chai Yiu 24

" Liver—Chai Kook 24

" Pork, Chop—Chai Pak Kwai 24

" Sausage—Ham Cho Yik 24

" Leg—Chai Pak 24

" Fat or Lard—Chai Yau 24

" Sheep's Head and Feet—Yeung Tau 24

" Kook 24

" Heart—Yeung Sum 24

" Kidneys—Yeung Yiu 24

" Liver—Yeung Con 24

" Sackling Pigs, To Order—Chai Chai 24

" Suet Beef—Sang Ngau Yau 24

" Mutton—Sang Yeung Yau 24

" Veal—Ngau Chai Yik 24

" Sausages—Ngau Chai Yik 24

## POULTRY.

Chickens—Kai Chai 28

" Large, Small—Sia Kai 28

" Ducks—Ap 22

" Doves—Pan Kai 22

" Eggs, Hen—Kai Tai 24

" Fowls, Canton—Kai Kai 24

" Hainan—Hoi Nam Kai 24

" Geese—Ngau 22

" Geese, Wild Shanghai—Shang Hoi Ye 22

" Ngau 75

" Musks Deer—Wong Keng 400

" Hares—Ta Chai 60

" Partridges—Chai Khoo 60

" Pheasants—Shan Kai 50

" Pigeons, Canton—Pak Kung 24

" Holhows—Holhows Pak Kung 24

" Quail—Dun Chai 16

" Rice Birds—Wo Fa Chai 24

" Snipe—Sa Chai 24

" Turkeys, Chook—Fo Kai Kung 24

" Hens—Na 48

" Wild Ducks, Shanghai, Salted 120

" Teal, Shanghai, Salted 50

" Wild Ducks Canton—Sang Shing Sai 100

## FISH.

Barbel—Ka Yu 9

" Bream—Bin Yu 15

" Canton Fresh Water Fish—Hoi Lin Yu 15

" Carp—Li Yu 18

" Catfish—Chai Yu 18

" Gadus—Mun Yu 16

" Grabs—Hal 17

" Grouper—Mak Yu 14

" Dab—Sa Mang Yu 15

" Dace—Wong Mol Lun 21

" Dog Fish—Tui Yu 9

" Eel, Gongor—Hal Man Yu 6

" Fresh water—Tam Sai Yu 15

" Yellow—Wong Shu 16

" Frog—Tien Kai 32

" Garoupa—Sek Pan 30

" Gadus—Pak Kung Yu 12

" Herring—Tao Pak 12

" Halibut—Cheung Kwai Yu 12

" Labrus—Wong Fa Yu 12

" Lizard—Wu Yu 12

" Lobsters—Lung Ha 12

" Mackerel—Chai Yu 12

" Monk Fish—Mon Yu 12

" Mullet—Chai Yu 12



## Intimations.



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BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

## BIRTHS.

On December 7, 1910, at No. 19, Avenue Road, Shanghai, the wife of Wilhelm Meyer, of a daughter.

On December 9, 1910, at Shanghai, the wife of Alphonse Francis Evans, of a son.

## MARRIAGE.

On December 7, 1910, at H. B. M. Consulate-General, Shanghai, before Sir Pelham Warren, K.C.M.G., and afterwards at St. John's, Jes. field, by the Rev. F. L. Hawks, P.O. D.B., assisted by the Rev. A. J. Walker, M.A., Arthur Hide, of Shanghai, to Edith Mary, second daughter of the late J. C. Jansen and Miss Jansen, of Shanghai.

## DEATHS.

On December 8, 1910, at 14 A North Szechuan Road Extension, Shanghai, Elizabeth, the beloved wife of G. F. Forshaw, aged 26 years.

On December 2, 1910, at Preston Cross, Bookham, Surrey, Margaret Jane Gilmore, widow of the late David Gilmore, of Shanghai.

## The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 13 1910.

## FIRE-BRIGADE EQUIPMENT IN HONGKONG.

When we read in Home papers about the great advancement being made in fire brigade equipment in the cities and towns of Great Britain, we cannot but feel that Hongkong is lagging very far behind in this matter. So far as the personnel of our Fire Brigade is concerned, no city in all the British possessions can lay claim to a better, if numerical strength be left out of account. But as for the land equipment—the fire-engines, manuals, and other appliances housed in Queen's Road Central and at the out-stations—it is woefully inadequate and out-of-date. The only satisfactory feature in the whole system lies in the new Harbour fire-boat, which has proved itself to be in every way most excellently suited either for fighting fires that occur among the shipping or for pumping up water from the Harbour when outbreaks of fire take place in proximity to the Fraya. But the needs of Hongkong and of Kowloon demand more than this. Neither the Island nor the Peninsula is adequately equipped. As we have urged on previous occasions in these columns, it is high time that the Government set about the introduction of motor fire-engines of the latest pattern from England. We notice that recently the Metropolitan Fire Brigade of London have discarded horse-drawn haulage altogether, even to the extent of their rescue stud of two hundred trained horses. To such a state of perfection has the motor engine been brought nowadays that it is considered to be perfectly safe to dis-

pose with those sagacious equines which at one time were the pride of London and the admiration of all who saw them at work. Yet in Hongkong, we still see in vogue and included amongst the serviceable equipment from year to year, some fire extinguishing appliances that might suffice for a country village at Home but are very much out of place in a City like Victoria, with its quarter of a million of population, its densely built areas, and its thousands of ramshackle tenements that blaze up like tinder once the flames get hold. And the need for extension and improvement does not apply to the City alone. Eastwards and westwards, overflow suburbs are springing up with mushroom-like rapidity. Kennedytown is stretching out its arms Pokfulam way. In the Taikoo and Shaukiwan districts there is now a population of over ten thousand, and building is steadily progressing. Yet in none of those places are the Fire Brigade appliances being renewed or enhanced in such degree as will enable them to meet the greater requirements of those expanding districts. Kowloon, too, is badly equipped. In Yau-mati district, a new township has sprung up in recent years. Works and factories of all kinds have come into existence, and long rows of shops and lofty dwelling tenements now stand where before was only swampy foreshore. Yet for the whole of the Peninsula the only effective fire fighting weapon is the solitary steamer stationed at Yau-mati—and that one of the old ones transferred from headquarters on this side of the Harbour. True, there are always the two fire floats to be depended upon in the case of a conflagration not too far removed from the water front; but as the available sites on the Harbour edge are gradually appropriated, the tendency of our peninsular township is to extend inland to regions scarcely within reach of floats pumping from the Harbour. True, in Kowloon we have now a system of fire-hydrants laid down with a pressure somewhat similar to that which can be obtained in Victoria. But were two serious outbreaks of fire to occur simultaneously in the streets only accessible to the land engines—and such a thing is quite within the region of probability—the Fire Brigade resources might be unequal to the occasion. In the same way, were the Central engines suddenly called to combat a big fire in Shaukiwan, seven miles away, the middle portion of the city would be left practically unprotected for the time being, and it is a peculiar thing that it is just at such junctures that the services of the Brigade are required in some other place. The journey of coolie-hauled engines and other apparatus to a remote district like Shaukiwan is necessarily slow, and the return journey is, if anything, slower. It would be pitiful to insist that the first consideration in brigade work is for the firemen to be on the spot at the earliest possible moment. Every one knows that five minutes gained in getting to the seat of the fire may mean the saving of human life as well as thousands of dollars' worth of property. Every district in the Colony should be equipped sufficiently well to fight its own fires; and to this end the sooner that Hongkong follows the lead of Singapore, Colombo and other Crown Colonies in the adoption of motor fire-engines, the better it will be for the Colony. Narrowness of streets and steepness of ascents afford no excuse. Motor engines can go where any hand-drawn engine can go and they can be got nowadays of such high horse-power as will enable them to climb to the Peak if necessary.

## THE BILK BIT.

Time is the mill of God, and that which is ground in it is not always ground slowly. But slowly or quickly it is always "exceedingly small." Rarely, however, have we seen the fate of the wicked more swiftly overtake him, than we now observe in the case of one Constancao da Silva of the *Verdade*, a Macao newspaper. And it is our unhappy duty to protest against the policy which has inflicted a punishment doubtless well deserved, but mistaken in its manner of application. There is no denying the fact that this Constancao was a firebrand, and that his paper was a most pernicious influence amongst men as easily inflamed as our Portuguese friends. When he and his party had the upper hand in Macao, and had succeeded in exciting the sailors and soldiers to commit actions whose pitiful results are only beginning to be felt, one brutal deed was done, among others, which has now brought about poetic retribution. The Editor of the *Verdade* managed to obtain the suppression of the *Vida Nova*, edited or owned by Dr. Luiz Nolasco, President of the Senate. We have had occasion to say hard things of the President, and to disagree in strong terms with views expressed in his paper. But that his newspaper should be suppressed by a gang of mutineers simply because he published in his news columns a report of the action of certain residents of Macao and Hongkong in petitioning the Provisional Government of Portugal to allow the charitable Religious Orders to remain in Macao, that the *Vida Nova* should be shut up at the bidding of a rival paper, was an outrage on liberty, a crime against free speech, a tyrannical and

despotic attack on the Press. Now the perpetrator of this deed is himself suffering from the punishment of abolition. His paper was peremptorily shut up by the order of the Government. We British manage these things better. We do not close up naughty newspapers. We only lock up wicked editors. And even then we do so with due regard to order and justice. The man must be given a fair trial. If he publishes seditious matter against the King's peace and the security of his subjects, the editor will be very properly sent to prison by a very proper jury, and a very proper and perhaps pompous judge. But his paper may continue in existence, and may even continue to publish articles that are very nearly as bad as those which forced the Law to lock him up. For we mis-called Anglo-Saxons are not a bit afraid of free speech. It does us no harm to have liberty. We would rather hear of the man being shot than his paper suppressed. That is the difference between us and our friends who are sporting a new red and green flag. Can it be possible—we only whisper it—that the real reason for this is that we are fit for liberty, and they are not?

## LOCAL AND GENERAL.

THE Noidtischer Lloyd, of Bremen, reports that business is good and regular, and profit is steadily growing.

THREE shop-keepers were fined \$10 each and nine \$5 each at the Police Court this morning for causing an obstruction on footpaths.

THIRTEEN stick-bombers were fined \$5 each by Mr. Hallifax the Magistrate this morning for causing an obstruction at the Star Ferry wharf.

A SIMPAN WOMAN was charged before Mr. J. R. Wood at the Police Court this morning with dumping rubbish in the harbour. His Worship imposed a fine of \$5.

A COOLIE was awarded fifteen days' hard and four hours' stocks this morning for the larceny of a quantity of dry fish, the property of the N.Y.K. at the Kowloon wharves.

M. PIERRE Loti was invested on the 5th ult. with the collar of Commander of the Legion of Honour on board the battle-ship *Patris* at Toulon. The investiture was made by Admiral de Jouques.

B. RON Unger Sternburg, formerly St. Petersburg representative of the Austrian Correspondence Bureau, has been sentenced by the Appeal Court to four years' hard labour for betraying State secrets.

STRAIGHT-Talks with Young Men.—Some people will tell you that politicians create nothing. Don't believe them. Ask them if they have ever tried putting "your obedient servant" on the bottom of a telegram.

It is reported from Mokpo that during the recent storm off the coast of Korea some 70 fishing boats with over 600 men, were wrecked off Lake Isle. Two Japanese and 237 Koreans were saved, and 25 were drowned.

The Chinese Appeal case, which, in its various stages, has occupied the attention of the Supreme Court Judges on more than 70 separate days, was completed this afternoon. It is understood that judgment will be given on Friday.

Mr. Winston Churchill has been thrashed with a dog whip by a man who was in sympathy with the Suffragette cause. This is the second occasion that the right honourable gentleman has been visited in this fashion with the wrath of the Suffragettes.

DURING the week ending 6th December, there was one case of diphtheria (Spanish) and two cases of enteric fever, the victims being a Britisher and an American (both imported). Small-pox claimed two victims—a Chinese and an Italian (imported).

THREE fishing boys were charged this morning with being in unlawful possession of six racks of coal. They were sentenced to seven days' "hard" each. The first defendant was sentenced to a further term of fourteen days for using his boat for purposes other than fishing.

ACCORDING to a St. Petersburg correspondent, M. Guckel, President of the Duma, regards the linking up of the Russian and Indian railways as merely a question of time. He thinks that the economic as well as the political interests of both countries clearly indicate its necessity.

WE have received from Messrs Melchers & Co. a circular of the Royal Insurance Company. From Messrs. Thomson & Co. comes a useful reminder of the New Year in the shape of a list of figures, and a list of W. N. Brunton's (Scotland) wire rope. We have also to acknowledge receipt of an artistic reproduction extolling the virtues of Asahi beer.

RETURN of visitors to the City Hall Library and Museum for the week ending the 11th December, 1910:

Library Museum.	
Non-Chinese .....	46 243
Chinese .....	161 2,731
Total .....	518 3,477

THE King of Spain has ordered as an honour to the Japanese submarine on board of which 41 hands lost their lives in an accident some months ago, that his photograph and a copy of his record of that terrible disaster written during his dying hour, be permanently exhibited in the Naval Museum of Spain, for the public education as an example of a brave spirit of patriotic self-sacrifice.

CO NT TO tell's last words were: "There are millions suffering in the world. Why are there so many of you round me?"

A PRING telegram to a Japanese paper says that Sir Robert Biefo, former Commissioner-General of the Chinese Maritime Customs, will be appointed Adviser to the Board of Posts and Communications.

THE new proposals which Great Britain has made to China in connection with the opium trade have been made in view of the fact that the existing three-year agreement between the two countries expires in December.

OF the 36 newly-elected Lord Mayors and Mayors in England and Wales, 176 are Conservatives, 20 are Liberal Unionists, and 17 are Liberals. Of the remainder some are independent and the others have not stated their politics.

THE Times, reporting that Japan is undertaking to export fire-arms and munitions to some 200,000 Jiboi on the coast of Somaliland, publishes the conjecture that the said arms will probably be used by the natives there in order to resist European rule.

UNOFFICIALLY it is understood that the Veto Center are very near to agreement for a joint session of the two Houses in case of deadlocks occurring, but failed to agree as to the proposition of the Vetoist to Radical party, who should represent the House of Lords.

ON the occasion of the 35th anniversary (in 1903) of the German Emperor's accession to the throne, a project is reported to be under way to present his Majesty with a new steam yacht, which would replace the *Euclerheim* and be the Kaiser's own property.

It is reported that arrangements are in a forward state for the forthcoming deputation to the Foreign Office in regard to the Japanese tariff. A tariff reform onslaught is being made in Lancashire, the speakers making use of Japan as an argument in their cases.

THE Globe states that the two Englishmen Brandon and Trench, who were arrested some time ago in Germany on a charge of espionage, have been identified as military officers. Brandon being a lieutenant in the Hydrographic Department, and Trench a captain in the Royal Marines. The two accused claim the right to be tried in their uniforms.

BOYDARDER Willis has been mentioned as the man whom the white race could look forward to as likely to wrest the title of Champion pugilist of the world from Jack Johnson. Sportsmen who are interested in his doing will see him in actual training in a moving picture which forms part of a series of films making up the tenth edition of the new popular Pathé's Animated G. 10.

IN consequence of the decree of general amnesty, hundreds of prisoners have been set at liberty throughout Portugal. In Lisbon alone 17 have been released. The British, French Italian, and Spanish Representatives in Lisbon on 9th ult. presented Notes to the Foreign Minister informing him that they were authorised by their Governments to transact business with the Provisional Government.

THE move of the 13th Rijutsu from Lucknow to Hongkong will take place in February next, the regiment arriving in that garrison about 2nd of the month. The 13th Rijutsu will leave Hongkong for Ag about April 14, arriving there on the last day of the month. The 15th Maharaja Light Infantry will leave Hongkong for Toota about Feb. 15, and the 12th Baluchistan Infantry will take its place about April 10 following.

GEORGE CLAUDE ROSS, King of the Cecos Islands, who died at Ventnor on July 7, has been buried in Banchurch Churchyard. The body had been placed in the care of an undertaker at Banchurch, until arrangements could be made to ship them to the family island home, but this idea was abandoned, and the remains have been laid to rest in England. The rector officiated in the presence of several sons and daughters of the chief. The coffin inscription read: "George Claude Ross, of the Keeling Cocos Islands; born June 10, 1849, died July 7, 1910."

THE attempt by the *Daily Graphic* balloon to break the long-distance record failed, a landing being made, after exciting and dangerous experiences in the South of Germany. At Altdershot Mr. Cody, on his bi-plane, has made a record for all-British aeroplanes by travel 141 miles in a little under 14 hours. Mr. Williams, who started in his biplane City of Ca. 47 from Wormwood Scrubs, with a mechanic, to voyage to Paris, crossed the Channel in the dark, and landed in France at Colombes, 5 miles inland, and 10 miles north-east of the capital. Mr. Williams lost his map, and was therefore unable to locate his self over French country. Owing to an unfavorable wind he decided to send the airship on by rail to Paris. The French customs authorities have demanded nearly £30 from him as duty on the vessel.

A CORRESPONDENT reads the Union the following:—The *Tuckee*, a steamer of over 300 tons, one of the J. and S. river steamers plying between Shanghai and Hankow, while returning to Shanghai recently had her engine gear disabled when near Ningbo. The ship was brought to Shanghai, a distance of nearly 400 miles, without using the trolley, which, although jury-rigged, proved itself quite reliable. The intricate nature of the circuitous Yagieling were navigated only by the use of the engines, which reflects every credit on those on board, especially on the pilots whose task at the best of times is not an enviable one owing to the constant changes of water. The vessel came down at an average speed of 13 knots per hour. At Wo-tung, powerful tugs were requisitioned and the ship was safely berthed alongside Jardine's Wharf. The correspondent thinks this is a record for seamanship on the Yangtze and congratulates the J. and S. Navigation Co. on having such efficient and pilot in their service.

## MACAO'S NEW FLAG.

A SAD UNFURLING.

[From Our Own Correspondent.]

MACAO, 11th December. The most terrible things of life are those which we commit not unwillingly, but half-bekingly. Such an act was done in full view of man of many nations only a few odd hours ago, and actually within sight of the place whence I send you the message of a heart that beats in tune with that of loyal Portuguese and with that of all brave, loyal, and understanding men. And the cruel part of it all was that grave and groggy men assembled in Macao at three of the clock on the 11th day of December, a Sunday devoted in this year of disgrace to the memory of one Francis Xavier who is still regarded by philosophers as a hero, and who, by the few who still instinctively feel the teachings of that Paul of Tarsus who was the first Apostle of the Gentiles, is known as a Saint, on this day of ill, in this City of all Cities, to view enacted the following scene, a scene which deserves some more eloquent pen than mine to describe.

The Avenida Vasco da Gama is one of the finest avenues in Macao, and a fine Latin people. The large grounds beneath it are locked almost hungrily by Englishmen who are not too middle-aged to enjoy a good game of "yugger," and to a man with a soldier's eye, the possibilities of the place are tempting. One could drill two Prussian Regiments on that ground, and thinking of Prussia, how some spectators of this afternoon's scene did long for the sight of a few bulgy Germans in uniform, doing their parade-march in the usual style of men who still have a god and a King to believe in, and who don't mind a button if the King does like to call himself an Emperor!

The ground was surrounded and partly covered with a crowd which I am forced to call molly. One saw the proud and reserved ladies of the Portuguese not very far from the quite unsexed and frankly selfish women tourists of America, and side by side with a grave and dignified Priest of the Roman Church, a grinning Chinese coolie cheerfully pushed his way. But not many of him. The Chinese of Macao are at least outwardly polite, and whatever they may inwardly feel, no resentment was shown by them at the fierce words of the officer who commanded the troops on the Avenida. As he marched the crowd of his men up to salutate the new flag, the crowds, of course, swarmed all over the ground. The military and police forces were lined up all along the railings on the side of the orphanage. On the opposite sides were many frock-coated and top-hatted men, and plenty of uniforms. The latter were all Portuguese. A stiff guard with an oblong green bundle tied to the top of it, was the coat of arms of the group.

His Excellency the Governor, Senhor V. d. J., arrived in a carriage with his Altesse de O. m. p. and other officers at 3 o'clock. Everybody saluted him, and it was pleasant to see his every foreigner present, Englishmen, Americans, even tourists, and all took off their hats to the Chief Magistrate of this still Portuguese Colony. Senhor V. d. J. wore himself with dignity and a certain sternness which was only broken when it became his duty to give the signal for the unfurling of the green oblong bundle on the top of the flag-staff. It appears to be the new Portuguese flag, for Senhor V. d. J. uncovered his head, and cried three times "Viva a Republica!" The vast crowd watched the unfurling of a red and green flag, with a central medallion containing a portrait of the well-loved arms of Lusitania, and the crowd said nothing. The artillery, which not so very long ago was ready to fight and fight hard, for His Majesty (God save him!), King Manuel, fired a salute of twenty-one guns to this flag. A divine priest of Latin race, and a witty Latin tongue, whispered that this flag was really too much like her pet parrot of a flag, to feel much respect for it. David's silence followed the artillery's salute.

The Governor and his staff and the spectators watched the soldiers march forward and salute the strange new flag, and march away with banners playing, but with faces which seemed sternly set to endure a bitter business. It is difficult to describe just this expression of the soldiers. They looked sturdy, well-led fellows, who might on occasion be good comrades and not at all bad soldiers, in fact, under good officers, quite good—worthy indeed of their unforgettable ancestors of Buico—yet they appeared like really rather decent men. But they were all looking down and downcast. This Governor made no speech. The bands played tunes unfamiliar to ears that love the old tunes best, and perhaps the best plea in sight of the whole ceremony was this: the brass band of the 6th of the Orphanage.

Father Nure, who is well known in Hongkong, is the Director of this most charitable and useful institution. He was there, and looking on a looked on an everything and everything with a fine clarity. I verily believe that the Cathedral were there, too, including Father Francisco Soares, the Parish Priest of the Church of St. Lourenco. All the high Colonial Officials were there, Lieutenant Macpherson in full uniform, Senhor Meneses the Treasurer, and all the Senators. What was the previous night of all this, what tone will dwell in the memory of all those who saw it? My friend, I can only tell you and those Portuguese who were old days, and who that were, that there was no musical note to remember. Silence was the effect upon the ear, in spite of the twenty-one gun salute. But upon the heart, the eye was struck a blow. No Portuguese saw this business of the unfurling of the new flag without a spasm of bitter pain in his very soul. One felt faint. The beloved colours are gone. The terrible red, the harsing green have been taken to make a new flag, a new grief. In the middle of the flag is a circle containing the symbols of the seven Sorrows and the Five Sacred Wounds. Though not unmentioned by the Crown, these symbols are a comfort, a promise. So long as the Portuguese retain these symbols in their hearts, hope and the ful-

filment will be theirs. One of these Wounds is Lusitania's, the wound in the heart. It will bleed a long time, for wounds there take long healing, and the healing is not done by quick iron and modern medicine. All the time that the 11th of Macao, and the Police, and about a dozen sailors, were parading to watch the hoisting of this strange flag and while crowds of Portuguese and English and Americans and other foreigners looked on, and a thousand or two old Chinese observed the proceedings with a grim and sinister silence, the statue of Vasco da Gama in the finest Avenue in the Far East, overlooking the scene, remained deeply veiled.

Sunday was a military and serious day in Macao. At three in the afternoon the soldiers of the Police, and the Police, many of them Portuguese, and a few sailors, were lined up along the Avenida. A great crowd of people were present all perfectly silent and expectant. At ten minutes past three o'clock (by an American watch) the Governor and his aides arrived. The bands played what is assumed to be the new Portuguese National Anthem. The troops marched. They were evidently picked men. That is to say, they were perhaps half of the Macao garrison had been ransacked to find men as well set up and decent looking as the troops who paraded. For they were certainly as athletic and fit a body of soldiers as a good officer could wish for. They did not look as happy as they seemed well-fed. The officer commanding did not appear to admire the crowd of Chinese and of good Portuguese who thronged about the flag-staff. I said he didn't. However, words hurt nobody, and the soldiers, infantry, artillery, police, and a few sailors and all, marched past the new flag staff without a word. First: That the soldiers were not in any way malicious or disorderly. Secondly: That Priests of the Catholic Church were not allowed to be present. Thirdly: That the statue of Vasco da Gama remains just as veiled as it was before. Fourthly: That an awful lot of nonsense is being talked about Macao and that you must not believe a word of it, unless the *Hongkong Telegraph* tells you. For the *Telegraph* knows the truth, and tells it. Just at present silence on all sides is best. Bitterness will do no good. Let things settle down. The men now in office know their duty and are doing it.

## BJOU SCENIC THEATRE.

Crowded houses continue to witness the excellent performance given nightly at the Bijou Scenic Theatre. The bill of the provided is a capital one. Miss Vera Barre, the clever singer and dancer, continues to be the drawing card, while Mr. St. Pierre's character songs should be heard to be appreciated. The "Bijou" has certainly come to stay.

## CANTON DAY BY DAY.

[From Our Own Correspondent.]

## RAILWAY MISMANAGEMENT.

Canton, 11th December. The mismanagement of the Fanchai-Samshui branch line of the Yue-Hai Railway Company of the three provinces had been formerly reported when it was stated that this mismanagement was due to the Superintendent of the line. The Superintendent in question left the company's service over 10 months ago, but he is still the company's man as he had a condition attached to his departure that he should remain in his place, although the steps have all been taken, they have not been replaced by new ones. Last month, trains were delayed several times, but fortunately, no passengers were injured. Owing to the instability of the road, the lives of passengers are placed in jeopardy. Several accidents, some of them, were reported out as far as to the Traffic Manager's Office, where the Company's officials draw handsome salaries for a minimum amount of work. Judging from the present outlook, it is not a word, if progress is officially impeded.

## CA TON'S IS AT TRADE.

Formerly, stamping, barge, and sand, etc., moving along the canal near the Shamshui had to apply to the Chinese authorities for permits with a view to being involved in any expenses, and renewal of these permits was required. Later on, however, the foreign authorities on the Shamshui also issued permits to boat-owners, collecting fees on same. Consequently, the business firms along Shamshui entered a protest with the Chinese authorities. Mr. Versey Yuen instructed the Water Police and Captain Lo, of the 8th division of guards, to commence negotiations with the French and British Consulates with a view to checking the issue of those permits, and to make arrangements for such issue to be made by the Chinese authorities. The Superintendent of the Water Police and Captain Lo have now issued permits containing fifteen regulations governing the issue of permits to boat-owners.

## A VICTIM OF RELOCATION.

Under the plea of searching for streamers, the guards have of late given much trouble to travellers on the West River route. The authorities have now instructed Admiral Li Chun to modify the regulations relating to the search for firms in.

## A ROBBER'S FATE.

The notorious thief and kidnapper, Pak-tou Po, whom I wrote in my last letter, has been sentenced to imprisonment for life. As his victims in several instances declined to give evidence he could not be sentenced to be hanged.







## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APRIL 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" "Empress" will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... \$45.

Via New York ..... \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, KOBE & MOJI	"KUISANG"	THURSDAY, 15th Dec. Noon.
KOBE & MOJI	"PAUSANG"	THURSDAY, 15th Dec. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 17th Dec. Noon.
MANILA	"WINGSANG"	SATURDAY, 17th Dec. Noon.
MANILA	"WINGSANG"	SATURDAY, 24th Dec. Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kuisang," "Namsang" and "Wingsang" leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ghefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 12th December, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	13th Dec. 6 P.M.
AMOI & CHINKIANG	"HANYANG"	14th " 3 P.M.
SHANGHAI	"KUEIHOOW"	15th " 4 P.M.
LOILO & OEBU	"SUGUEIANG"	17th " 4 P.M.
SHANGHAI	"AMHUI"	17th " Midnight.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	19th " 4 P.M.
MANILA	"TAMING"	20th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lintan, Chinwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16, Hongkong, 13th December, 1910.

## HONGKONG PHILIPPINES STEAMSHIP COMPANY.

Steamship	Tons	Captain	Fer	Sailing Dates
ROBI	4000	S. Crosby	MANILA, LOILO & OEBU	WEDNESDAY, 21st Dec. at 4 P.M.
WIRO	4000	E. Rice	MANILA, LOILO & OEBU	WEDNESDAY, 21st Dec. at 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Manager

Hongkong, 8th December, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	5,639	TUESDAY, 13th Dec., at Noon.
VICTORIA and TACOMA via NAGASAKI, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 28th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOOSHOW	"CHOSHUN MARU"	THURSDAY, 15th Dec. at 8 A.M.
TAKAO (DIRECT)	"YELIMO MARU"	THURSDAY, 15th Dec. at 5 P.M.
TAMUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 18th Dec. at 10 A.M.
ANPING and SWATOW via AMOI	"SOSHU MARU"	WEDNESDAY, 21st Dec. at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00 2nd Class, \$55.00 3rd Class, \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th December, 1910.

S. HIROI, Manager.

Hongkong, 12th December, 1910.

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## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

STAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMFRI, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA"

Captain L. E. S. Spicer, R.N.R., carrying H. Maltby's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY the 24th December, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's "Himalaya" 11,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the "H.M.S. Himalaya" due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 P.M., the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendant.

Hongkong, 12th December, 1910.

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## Post Office.

PRICES MODERATE

*Nô foo*, for Ehngahai.  
*Shashing*, for Char'co.  
*Hai tan*, for Swatow.  
*Tessa Maru*, for Singapore.

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**Departures**  
**Dec. 13.**

*Chelesz*, for Kobe.  
*Panama Maru*, for Vancouver.  
*Toei M. ru*, for Bombay.  
*Kowloon*, for Canton.  
*Kan-u*, for Canton.  
*Faiching*, for Canton.  
*S ngan*, for Haiphong.  
*Hanoi*, for Haiphong.  
*Nô-foo*, for Ehngahai.  
*To-sa*, for Manila.  
*Ishika*, for Bombay.

**SAILING VESSEL.**  
Juteopolis, Br. 4-masted barque, 2,651, Downs,  
10th Dec.—Canton 9th Dec, Case Oil.—S.  
O. & Co.

	Dec. 10 at 10 a.m.	Dec. 10 at 4 p.m.
Barometer.....	30.28	30.17
Temperature .....	63	63
Humidity .....	59	60
Rainfall .....	0	0

**VISITORS AT THE HOTELS.**

**[GRAND HOTEL.]**

Crew, Mr. and Mrs. A. Pring, Wm. Jr.  
B. Saksen, F.  
Johnson, Mr. and Mrs. Stewart, Capt. & Mrs.  
R. D. and child A. H. and child  
Key, Dr. F. Storrie, A. P.  
Lowick, H. C. Taylor, R.  
MacDonald, W. J. Wilson, T. H.

**CRAIGSBURN.**

Adams, Mr. and Mrs. Hancock, Mrs. F. L.	
F. R. J.	Hollingsworth, Mr. &
Blrd, C. F.	Mrs.
Caldwell, Mr. and Mrs. Knott, Mrs.	
G. A.	Kydt, Mr. & Mrs. T. W.
Chlochen, S. J.	Ritchie, Mr. and Mrs. T.
Gaskell, Mr. and Mrs. Sutton, Mr. & Mrs. F.	
W. H.	Wilson, G. L.
Grant-Smith, E.	Wood, E. M.
Tones, Dr. and Mrs. Evan	

Nimrod	5 a.m.	29.79	NW	4	1
H. K. Kato	"	29.97	NW	4	1
T. Kilo	"	30.06	NW	4	1
K. Kilo	"	30.35	SW	2	1
N. K. Kilo	"	30.47	SW	2	1
K. K. Kilo	"	30.47	SW	2	1
O. Kilo	"	30.43	NW	1	1
O. Kilo	"	30.32	N	4	4
N. Kilo	"	30.38	NNE	4	4
Ishigakiima	"	30.31	NNE	4	4
B. Kilo	"	30.12	N	0	0
Chafes	5 a.m.				
Wahawai	5 a.m.	30.67	28	WSW	5
Hawlow	5 a.m.				
K. Kilo	"	30.61	30	NE	4
S. Kilo	9 a.m.	30.61	32	N	1
G. Kilo	"	30.41	43	W	0
Garpa k.	"	30.45	53	N	2
A. Kilo	6 a.m.				
S. Kilo	"	30.21	56	ENE	3
T. Kilo	5 a.m.	30.29		N	0
T. Kilo	"	30.13		N	0
T. Kilo	"	30.15		N	4
K. Kilo	"	30.08		NE	10
P. Kilo	"				
Canton	5 a.m.	30.31	53	NNE	1
H. Kilo	10 a.m.	30.28	63	SW	1
Victoria Peak	"			NNE	2
Gap Rock	"	30.24		ENE	5
M. Kilo	"	30.27	57	N	3
Wachow	9 a.m.	30.30	52	N	3
H. Kilo	"				
K. Kilo	"	30.20		ENE	4

HIS BRITANNIC MAJESTY'S SHIPS ON THE ORIENT STATION.							
NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.	
Alacrity	despatch-vessel	700	4	5,200	Acting-Temendar P. H. Noble	Shanghai	
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain B. D. Kiddle	Hongkong	
Bramble	river gunboat	710	6	900	Lt.-Commander B. G. Washington	Shanghai	
Philomina	river gunboat	710	6	1,300	Lt.-Commander R. H. Donceval	Wei-hai-wei	
Oadmes	sloop	1,070	6	1,400	Commander H. Lynes	Shanghai	
Cheub	water tank and tug	390	2	300	Master W. Smith	Hongkong	
Olio	sloop	1,070	6	1,400	Commander H. R. Vesle	Graveling	
Fame	torpedo boat destroyer	368	6	5,700	Lt.-Commander G. E. Land	Hongkong	
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Shanghai	
Handy	torpedo boat destroyer	275	6	4,000	Lt.-Commander B. J. Gray, V.C.	Hongkong	
Hart	torpedo boat destroyer	275	6	4,000	Lt.-Commander H. S. Monro	Hongkong	
Jaous	torpedo boat destroyer	230	6	3,600	Lt.-Commander G. G. Heathcote	Hongkong	
Knot	cruiser, 1st class	9,800	14	23,000	Captain S. Farquhar	Hongkong	
Kluisa	river gunboat	616	4	1,300	Lt.-Commander T. J. S. Lyne	Yangtze	
	surveying ship	1,070	6	1,400	Captain F. G. Leatham	Sandakan	

Minotaur	cruiser, 1st class	9,800	14	25,000	Captain H. L. P. Heard	Hongkong
Monmouth	river gunboat	1,800	3	300	Lieut. Commander G. P. Leith	Hongkong
Monrovia	protected cruiser 2nd class	4,800	—	—	Captain George P. E. Hunt, D.S.O.	Singapore
Newcastle	river gunboat	65	3	240	Lieut. Commander O. H. Woodward	Yasigie
Nightingale	torpedo boat destroyer	310	6	6,300	Commander Lumbo	Hongkong
Oblique	river gunboat	81	3	240	Lieut. Commander Cosmo A. C. Douglas	West River
Robla	river gunboat	81	3	240	Lieut. Commander H. J. Bonhuy	West River
Sandpiper	river gunboat	81	3	240	Lieut. Commander J. M. Barker	Yangtze
Salpe	river gunboat	81	3	240	Gunner E. J. Trillo	Hongkong
Taku	torpedo boat destroyer	350	6	6,500	Commander O. J. Eys	Hongkong
Tamar	receiving ship	4,150	3	800	Lieut. Commander R. J. Buchanan	Yantai
Teal	river gunboat	180	6	900	Lieut. Comdr. M. B. Britton Hamilton	Shanghai
Thistle	river gunboat	180	6	900	Lieut. Commander O. E. Laod	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander R. L. Hancock	Singapore
Waterwitch	surveying ship	620	4	150	Lieut. Commander G. B. Harford	Hongkong
Whiting	torpedo boat destroyer	370	6	5,900	Lieut. Commander M. H. Wilding	Yangtze
Widgeon	river gunboat	195	3	150	Lieut. Comdr. B. R. Broche	Yantai
Woodcock	river gunboat	195	3	150	Lieut. Commander G. F. A. Melock	Yan
Woolark	river gunboat	150	3	150		

Virago Flag of Vice-Admiral Sir Alfred E. Wintace, R.N., C.V.O., C.M.G., Commander-in-Chief

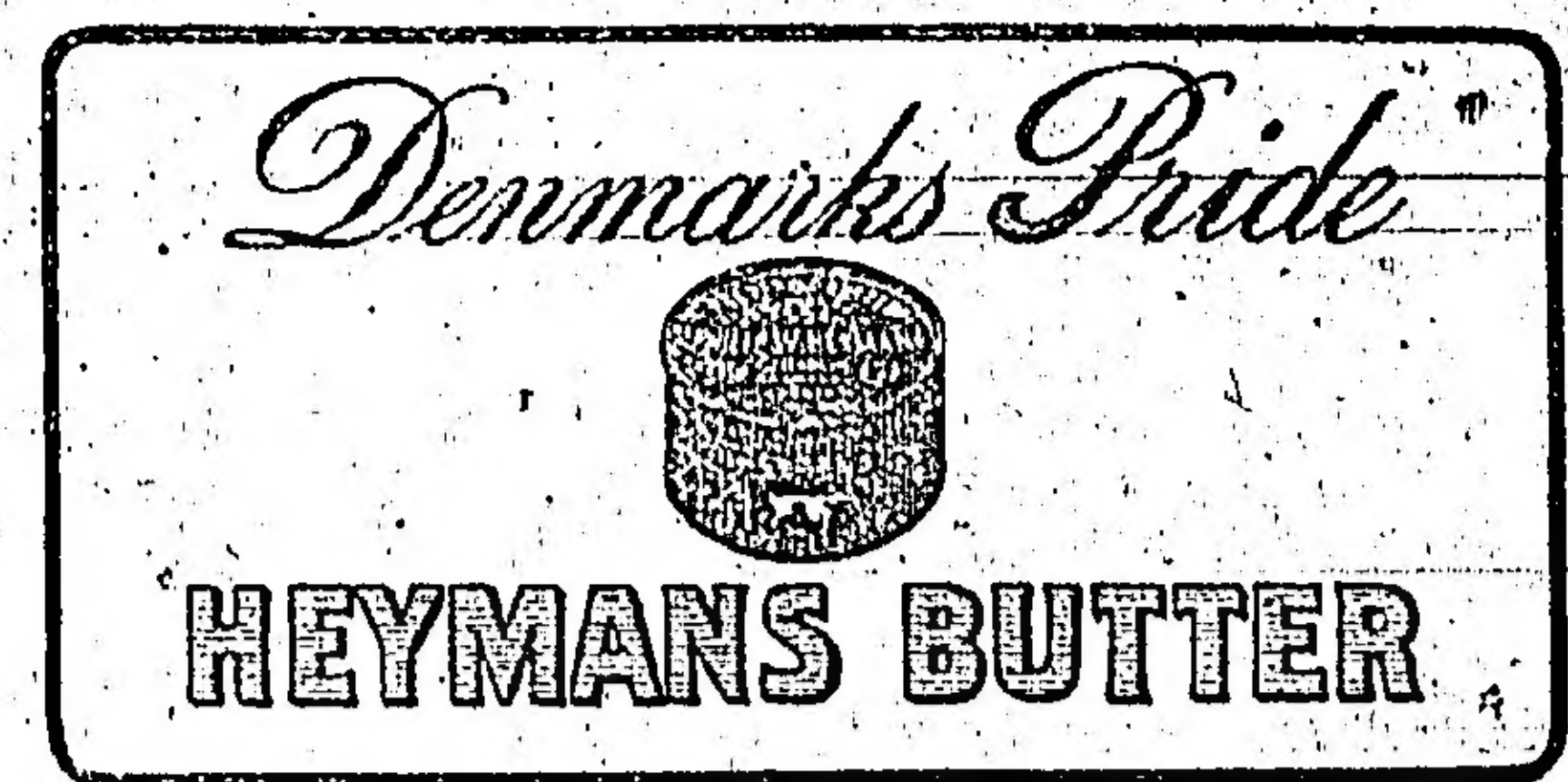


## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$150,000	\$2,029 3 0	£2 for first half year ending 30.6.10 @ ex 1/8 = \$12.45	5 %	{ 90 sellers 280 }
National Bank of China, Limited	99,935	27	26	\$4,000 \$3,000	\$10,552	\$1 (London 3/6) for 1909	...	\$80 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$8,686 \$10,000	none	\$15 for 1909	8 1/2 %	\$185
North China Insurance Company, Limited	10,000	215	25	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 205.19	Final div. of 7 1/2 % for '09 making 25 % in all	5 %	Tls. 130 sellers
Union Insurance Society of Canton, Limited	12,000	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1909 and an interim divid- end of \$30 per share for 1909	...	{ 82 1/2 82 1/2 }
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,757	\$12 for year ending 31.12.08 and interest of \$3 on account of 1909	12 1/2 %	\$100 sellers
<b>FIRE INSURANCES.</b>								
Ohlson Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,840	\$6 and bonus \$2 for '08	7 %	\$10
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$426,218	\$27 for 1908	8 %	{ 5.6 5.6 }
<b>SHIPPING.</b>								
Ohlson and Maull Steamship Company, Limited	20,000	\$25	\$25	\$7,743 \$230,000 \$100,000	Dr. \$3,777	5 % for 1908	...	\$8
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$230,000 \$100,000 \$100,000	8 1/2	\$1 for year ending 30.6.1908	...	\$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$100,000 \$100,000	\$20,766	Dividend of \$12 for 30.6.10	8 1/2 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$138,100 \$138,100 \$138,100	25.161	5 1/2 % on Preferred shares only for Final div. of 2 1/2 % for 1908 (coup. 14) making in all 4 1/2 % for 1909 & 1910, div. of 12 per sh. on acc. for '10	5 %	\$56 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	21	21	\$230,000 \$230,000 \$230,000	121,994	A dividend of 7 1/2 % for '09, ending 30.4.10	6 1/2 %	\$21
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$62,081 \$62,081 \$62,081	11.159		...	\$21
<b>REFINERIES.</b>								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$320,000 \$320,000 \$320,000	Dr. \$7,090	\$5 for half year ending 30.6.1910	6 %	\$124
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	...	Dr. \$11,344	\$3 for 1907	...	\$22 sellers
<b>MINEING.</b>								
Chinese Engineering and Mining Co., Ltd.	1,000,000	21	21	\$230,000 \$230,000 \$230,000	\$4,435	Final div. of 1 1/2 % for the year 1910 making 15 % (coupon No. 15)	9 %	Tls. 15 1/2
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	...	...	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	21	21	\$4 \$4 \$4	...	\$1 per share 1910 dividend	5 %	\$4 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G 210	G 210	...	...	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$10
Docks, Wharves & Godowns.								
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275 \$25,275 \$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.10	...	\$5
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$150	\$50	\$550,000 \$550,000 \$550,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$5 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$120,000 \$120,000 \$120,000	\$117,75	5 1/2 % for half year ended 30.6.10	...	\$5 1/2 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 3,46	Final of Tls. 2 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 6 1/2
Shanghai and Hongkew Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 500,000 Tls. 500,000 Tls. 500,000	Dr. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 97 1/2
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	8 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000 \$1,000	\$2,400	\$1 on old shares \$1.5 on new shares for half year ending 30.6.10	6 %	\$2 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000 \$10,000 \$10,000	\$2,277	Interim of \$3 1/2 for 1910	7 1/2 %	\$2 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$150,000 \$150,000 \$150,000	\$5,71	45 cents for 1909	6 %	\$6
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$15,856 \$15,856 \$15,856	\$10	\$2 1/2 for 1909	8 %	\$33 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	...	...	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 25 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 63,569	Interim of \$1.80 for 1910	8 1/2 %	\$89
West Point Building Company, Limited	12,500	\$50	\$50	...	...	...	...	...
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	\$20,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 8 1/2
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$9,151	50 cents for year ending 31.7.08	...	\$4 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	\$4,373	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 50
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,820	Tls. 6 for 1909	10 %	Tls. 48 1/2
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000 Tls. 200,000	Tls. 11,173	Tls. 3 1/2 for 1909	17 1/2 %	Tls. 147 1/2
<b>MISCELLANEOUS.</b>								
Belle Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,000 \$1,000 \$1,000	\$246	15 % per share for 1909	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	...	60 cents for 1909	6 1/2 %	\$9 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$50,242	60 cents for year ending 31.2.08	...	95 cents sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,602	60 cents for 1909	10 %	\$7 1/2 sellers
Dairy Farm Company, Limited	40,000	\$25	\$25	\$1,000 \$1,000 \$1,000	\$1,890	\$1.20 for year ending 31.7.09	7 %	\$17 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,190	Interim of 15 cents per share for 1910	10 %	\$3 1/2
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000 \$1,000 \$1,000	\$670	14 per cent. viz. \$1.40 for 1909	12 1/2 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	\$10
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$150,000 \$150,000	\$7,176	Interim of \$1 per share for 1910	6 %	\$12 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$12,683	Interim of \$1 per share for 1910	9 %	\$12 1/2 sellers
Maatschappij van Nijl- en Landbouw- producten in Langkat, Limited	25,000	G 50	G 50	Tls. 62,324 Tls. 62,324 Tls. 62,324	Tls. 11,683	all Tls. 17 for 1910	5 %	Tls. 105
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,074	60 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.10	5 1/2 %	\$12 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	None	...	\$12 1/2 sellers
Philippine Company, Limited	75,000	\$10	\$10	...	...	None	...	...
Shanghai-Sumat Tobacco Company, Limited	80,000	Tls. 20	Tls. 20	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 5,350	No dividend this year	2 %	Tls. 105
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares	50 Halabong Monetary	50 Halabong Monetary	...	...	First year	...	\$36 sellers \$800 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	...	Dr. \$11,096	None	...	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	...	...	10 % for year ending 31st May 1910	8 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,956	60 cents for year ending 31.12.03	8 %	\$6 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,000	15 % per ordinary sh. for year ending 31.5.10	5 %	\$3 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,944	35 cents for 1909	...	\$6
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,013	3 % for 1909	...	\$2 1/2
William Powell, Limited	15,000	\$7	\$7	...	...	None	...	...

## Announcements



SIEMSEN &amp; CO., Sole Agents.

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## LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It cures, restores, and builds up the system, giving confidence, general health, and perfecting the functions of the brain, nerves, and muscles. It is a tonic, a stimulant, and a restorative, and is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of impurities, whether of the blood or of the system. It is a tonic, a stimulant, and a restorative, and is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system.

## FURNITURE WAREHOUSE. LI KWONG LOONG &amp; CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

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WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading establishments in the Colony. The whom reference can be made to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Asses to our Dispensary and gave us every satisfaction."

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LEUNG TA, Managing Director.

Hongkong, 12th January, 1910.

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Hongkong 14th November, 1910.

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Gentlemen's Shirts made to order, and Onions and Collars renewed on old ones.

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## TSIN TU G.

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